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[FROM OUR CORRESPONDENT.]

NINETEEN CAPTURES

I am also informed that the officials have authorized the police to search all travel-luggage, and in every case where a passenger is either unknown or looks suspicious the police are authorized to search the person as well.

### FIRST PROMENADE CONCERT

## WEATHER REPORT.

Owing to the interruption of the cable, the **Gap Rock** observations are not available.

DISCUSSION OF WEST RIVER  
PIRACY

### VICEROY SHUM DENOUNCED

the requirement of all the delegates at the association. The first object of the delegates was to understand and appreciate the position of the British mercantile community. The circumstances leading up to the *Szechuan* piracy demand such an expression of opinion. To understand and appreciate all the circumstances it is necessary to think back over a decade. No one who came only yesterday to China can possibly understand or appreciate these circumstances unless he is gifted with a quick imagination. I do not think necessary to go back to the point, but that gift need not be a gift of the gods. The *Szechuan* incident as an isolated event, as those of us who were here when the West River was opened realize that it is nothing of the sort. We know that it is merely the natural outcome of events which have taken place since then—that it is simply the culminating point in a long series of incidents following one upon another, in logical sequence. It would be tedious if I were to dwell in detail on all these events. Moreover, it is not necessary to do so. Time only permits us to indicate briefly certain broad and significant aspects of the question. Broadly treated and briefly stated, the circumstances may be summarised, thus. The West River was declared open to trade in June, 1897, by Imperial Edict. At first many difficulties were encountered. A ill-succeded regulations, at first came, and, in a hurry, no lights and other

similar inconveniences incidental to phone-rings, but which any danger exposed of practical application on a large scale, lying in the hands of the Chinese, who would not be likely to do so. No one, who would be so unwise as to venture in Hongkong over thought of it, any more than that the voyage had been to Macao. I was an early passenger. I remember the trip as if it had been in the yesterday. The idea of danger never entered my head, but it was a little time things began to change. The Chinese, who used to be so friendly, began to take the trade, offered good plunder to the adventurous robbers and, cases of piracy became so frequent. Anyone who cares to study the records of the Chamber of Commerce and the China Association or to consult the files of the local press will find that the question of the protection of the trade was a subject of constant and ever deepening concern. We, who had been cast in Hongkong during the period know it as men know the things that have become woven into their daily life. We need no records to remind us that during the period of Li Hung-chang's piracy the trade at sea became of much less importance and our countrymen at the end of it were not particularly grieved. Li Hung-chang's piracy had practically ceased. Li Hung-chang's piracy, in fact, put down piracy. I wish particularly to direct your attention to that fact. It is important inasmuch as it serves to make clear that in the hands of a strong administrator the thing can be done (supplied). It is also an interesting record of the way in which the circumstances that after Li Hung-chang's departure these outrages were renewed. This was predicted by the Chairman of the Hongkong Branch of the China Association in his reported May, 1899. There you will find these words: "A few months of feeble government of the coast and the river will enable the pirates to regain all the river and its backwaters with pirates and robbers as numerous and audacious as ever." Li Hung-chang's successor proved to be feeble, with the result indicated. The pirates, which occurred under his regime were, however, still confined to attacks on native craft. It is noteworthy circumstances that the British had not sufficient prestige in the eyes of the pirates to ensure its protection to passengers travelling under it. In support of this statement I may remind you that we were so far as to suggest to the British Consul in Canton that it would be desirable for the steamers of the British flag to be accompanied by a British gunboat, in order that Chinese passengers might travel in safety. The result of the suggestion was a letter from the steamboat

satisfied him. Herein lay his weakness. As long as the pirates confined themselves to small offences he confined himself to tinkering with the evil instead of honestly trying to root it out. Wrong-doers are quick to take advantage of slackness in the place of authority of the law. If the law is to be respected, it must be enforced with the same uncompromising sharpness and the same uncompromising sharpness. Appetite grows where it feeds on. The appetite of the more adventurous spirits grew until eventually small native craft were no longer large enough to satisfy it. The first symptom was an attack made near Wurhoo, in the latter part of last year, on a launch flying the British flag but with a Chinese crew, which made it evident that a new state of things had arisen. This incident was allowed to pass without any stirring measures of retribution to the enormity of the crime. It was the harbinger of the wine. Indeed by this time the Viceroy's attitude to all foreign nations of foreign rights

had grown casual to a degree. Quite obviously he had come under the new waves of Chauvinism which now unfortunately animates a maudlinism from one end of the empire to the other. Not only was nothing really new in the matter, but about this so-called "new" matter there was nothing new at all. It had withdrawn from the waters of the upper delta and laid up in the front porch at Canton, where they lay until the other day and we are they may very well be lying now. Possibly it may have been about this time that the Viceroy made the suggestion to the British Consular authorities and to the British Legation in Peking that they should now begin trying to get themselves in alliance to the idea of making use of his brave to scatter Chinese messages by foreign steamers. A

great indignity—worthy of a great administrator—just the sort of suggestion that you might expect from a Hunan scholar with a fine contempt for trade and a learned ignorance of its requirements. A cheap mouze, too, of enabling him to shirk his responsibilities. Had he would have saved the pay of the braves who would no doubt have been well content to exchange it for the opium exacted. The Chinese in obedience to their gambling instincts would naturally prefer to take the risks of being held up by native craft to the certainty of being thus bled. No better scheme for discouraging them from travelling by these steamers could well be devised. The suggestion indicates that the Viceroy was well aware of the existence of the dangers and also shows that he was unwilling to take effective measures to provide against them. Either he was unwilling or incompetent.

puted to do so. In either case, the position called for his removal. Assuming him to have been able to put a stop to the intolerable state of affairs, the fact that he did not do it can only be explained on the supposition that he did not want to do it. Assuming, on the other hand, that he did not do it but could not then simply be wretched for the post. In either case, he should have been replaced by someone who both could and would perform the obvious duty. The natural result of this was that on February 14 an attack was made on a large motor boat named the *Thien Kong*, owned by a British subject trading up the West River from Samstun. The boat was stolen, and the motor boat was run down by the pirates almost opposite and in the sight of a Chinese guard boat, from which no assistance was forthcoming. As far as I can learn no satisfaction for the outrage has yet been obtained. But if anything was done it was

[illegible]

petitions occurred. The question, "Who is the official directly responsible for this supposition?" I can conceive of only one answer. Viscount Simon is responsible. (applause). Did MacDonnell's blood is on his official head. He should answer for the crime. It should be a short by his enforced retirement (applause). This last is merely a suggestion. It may be best by a resolution that there is no better head than Simon being succeeded by a better man. But even a worse man than Simon would be better for us if he came to his duties impressed by the idea that he had really groven in order to reign. We are told that the Viceroy, in consequence of the prompt and energetic demands of the British Government, is doing his best at the moment to escape the caltrop. The horse is galloping, great care being taken to bear in shutting the stable door. This is all very well, but why did not the Viceroy display some zeal before? I think I can tell you. He thought it was safe to ignore British Consular representation. He ignored all manner of representations consistently and persistently. Now he seems to be afraid. That is well. But, instead of bringing the British life again, he must restore the confidence in the protective power or prestige of the British flag upon the river. Moreover, activity in searching for the *Saima* culprits, in catching a few out of the 100 more implicated, and exhibiting their heads

poles along the river bank, will not do any permanent good, unless it be accompanied by the systematic destruction of the pirates' lairs—well known to the people of the district—and furthermore be followed up by the inauguration of a system of vigilance, by which the river and well-wooded steams cutters, not as at present, occasional launches lying idle at long distances apart with steam down and the crew asleep or gambling, living on wages most of which they do not get and making up the difference by taking "hush money" from the pirates. If this is the sort of thing which has been going on, the Government must be held responsible for it, and the Viceroy must be held accountable (applause). It is clear that he has notoriously endeavored to cope with the difficulties of the situation, that he has allowed matters to drift, and that he has altogether failed to fulfil the functions of his high office. He is the real culprit. On his shoulders must be laid the blame for all that has been made plain to him. Unless it is the whole affair will soon be forgotten and the old evils will recur. In saying this I speak with the confidence arising out of the knowledge that I am offering, not merely my own convictions, but those also of the leading members of the Chinese community, who have been present at this conference. I am also of the heads of the mercantile houses of other nationalities who conduct business from Hongkong. Further, I make bold to say that these views are in consonance with those of every honest and law-abiding Chinese. Indeed, it is far more in their interests than in the interests of any scoundrel that steps forth to oppose them. It is in their interests to see law and order in the region of the delta where the Chinese are the chief sufferers from the lax administration of which we complain. Life, property and communication are alike unsafe, and trade languishes in consequence. In the interest of every merchant of every nationality, of every law-abiding Chinese, of every official, commercial, missionary or visitor to these shores, is the interest of everyone including even the Chinese officials, if they would believe it—in the interest even of prospective pirates—who would be happier earning an honest livelihood it is true than that confidence should be restored; it is true that some might say that I am oversteering the vessel. These are the views on the strength of which I invite you, gentlemen, to support the following resolution:

That this meeting of members of the Hongkong branch of the China Association desires to record the opinion that recent outrages on shipping in the West River are directly due to lax administration on the part of the Viceroy and that the London Branch of the Association needs for representing this to the Foreign Office, and while gratefully acknowledging the promptness and energy with which His Majesty's Government has already taken the matter up, members here present respectfully urge that unless the Chinese Government are able to effect a permanent reform and to prevent its recidescence there is no guarantee that evils complained of will not recur" (applause).

The Hon. Mr. W. J. GIBSON seconded the motion. He said Mr Chairman and Gentlemen:—We must all deplore the regrettable incident that has necessitated our meeting here to-day. The daring piratical attack upon the *Sauam* has unfortunately resulted in the loss of life among the victims, and being a man who has placed his time and training at the disposal of the Chinese, and with the desire to alleviate their suffering, and what is his reward? An untimely death, due to the steps being taken by the authorities, to patrol and police the waterways, or, as they may be called, highways of the province. It is well known that piracy has been rampant for many years, that piracy has even meant that for a matter of weeks, or even months, that the *Sauam* has been absent from Canton in what is generally called the Canton delta, indeed his knowledge of the existence has been openly admitted by the official responsible for the keeping of law and order, and it is almost incredible that no preventive steps have been taken to

able that no energetic support can suppress the evil. You are well aware, gentlemen, that when foreign nations are engaged in the shipping or any other trade, tending towards the development of the vast Chinese Empire, they are under enormous disadvantages in breaking down "our custom", and overcoming native susceptibilities. Nevertheless, lives and money are freely risked in the firm belief that on just such occasions as the present they can claim and promptly receive the protection of the flag under which they are working (applause). The Chinese are not slow to recognise this fact, and it is in a large measure owing to the protection and fair treatment which they expect to receive that they patronise steamers trading under a foreign flag, in preference to those owned by their own countrymen, and with a feeling once gained experience soon touches the advantages of conforming to Western customs. It is therefore obvious that

if this support be denied us, the risks will become so great that they must seriously interfere with, if not strangle, the development of trade in this district. It is most useful to draw into the state of law and order which prevails in the district under the sway of Yuan Shih-kai and the lawlessness and disorder which is rife in the region administered by His Excellency Shiao (supra).

In acting thus, the Government is proceeding in putting an end once and for all to this intolerable menace to life and property, which exists in a greater or less degree throughout the land. I am confident that you can look to their support, and that not only the natives, but in the belief of all foreign nations, but they will also be rendering a signal service to the Chinese nation at large (p. 140), who, like ourselves, are in the hands and at the mercy of these lawless robbers. With these words Mr. H. H. Kow was much pleased.

According to the resolution that you have put to the meeting (applause).

Mr. D. B. LAW said: Gentlemen,—I will not detain you for more than a few minutes. I desire to give expression publicly to the deep regret of the owners of the *Saionara* at the lamentable death of Dr. MacDonald. The fact that a valuable life has been thus sacrificed needlessly is a sacrifice that cannot be overestimated. The *Saionara* must ever have been a vessel of deep regret to us all, and I am sure I am expressing your feelings when I say that our deepest sympathy is extended to Mr. MacDonald and family in their great loss (hear, hear). I also desire to give my hearty support to the resolution proposed by our Chairman. It is indeed high time for our Association to move and to demand that an effort should be made, and that the lives of these poor sailors who so bravely defend the trade routes of China without let or hindrance and live on the proceeds of their life murders and robberies. We do not only ask for the punishment of the guilty in the *Saionara* case, we demand that the pirates and their villages shall be eradicated (applause). We shall not be satisfied with such tardy efforts as the Japanese Government has been making (applause). We demand that piracy which has spread itself all over the Canton delta is not to be destroyed by taking action only when it manifests itself in some diabolical form such as the *Saionara* case. It requires a ruthless surgeon to apply the knife and cut out not root a branch (applause). Yesterday it was poor a

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$28.00

" 4 CARTRIDGE	" (25-15-0d.)	\$60.00
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No. 17, QUEEN'S ROAD

**DOCTOR DUSSAUD:**—The Composition of the Generous Wine of SAINT LEON imposes confidence and draws attention of Doctors upon its use. I have ordered it to several of my patients who were overcoming an illness, and have noticed the recovery of their strength and the rapid renewal of Good Health through its use.

The new product must take its place in new therapeutics and render service to our Doctors.

**\$22.00 - - PER DOZEN.**

**SOLE AGENTS**

H. PRICE &amp; CO.

WINE MERCHANTS

12, QUEEN'S ROAD CENTRAL

MANUFACTURERS  
AND  
IMPORTERS

**HIGH-CLASS  
PIANOS,  
ORGANS,  
AND  
EVERY DESCRIPTION  
OF  
MUSICAL  
INSTRUMENT.**

OPPOSITE KING EDWARD HOTEL.  
HONGKONG.

kin being done to death it was time for determined action (applause). Supineness must disappear altogether, and it ought to be impressed on our Government that the lives and property of their subjects out here should have adequate protection. With these few remarks, I beg to support the resolution (applause).  
The resolution was then put to the meeting

and carried unanimously.

The Chairman announced to the members that on Monday morning the Branch of the Association here, came to the London Branch urging that strong representations should be made to the Foreign Office.

With thanks to the Chairman, the proceedings then terminated.

We are able to give the text of the telegram sent by the local Branch to the China Association on Monday, the 16th inst. "British steamers hitherto used to complete in West River trade usually carried foreign flag and captain supplied with Chinese crew immunitely from piratical attacks which Chinese launches increasingly subject. If advantage derived from prevalence the idea not upheld in the case of the British flag, difficulty maintaining it on river will be greatly increased. Case piracy *Salmacra* for enforcement strong demands on Viceroy of Canton for prompt and striking punitive measures. It is imperative that flag cannot be carried with impunity. Energetic representation badly needed as piracy increasing and nothing being done to stop it."

Engineering Company's shares sold, both in Shanghai and to our Colony at rapidly declining rates, and in large lots; the lowest price was reached in the north on Thursday morning, when Tls. 85 or the final dividend of Tls. 4 per share, paid on 18th instant, was touched, but the market has steadied since, and there are buyers, both locally and in the north at Tls. 89 cnd. Hongkong and Canton Wharves, respectively, have moved to Shanghai and Hongkong. Winches have buyers in the north at Tls. 220.

LANDS, HOUSES AND BUILDING.—Hongkong Land Investment and Agency Company's shares changed owners at 81 1/2 to 81 1/4, and have further buyers at 81 1/2. Kowloon Lands are quiet at 888. West Points sold, and a few more shares are obtainable, at 852. Hongkong Hotels have sellers at 8125, but we hear that the shares of this company are not yet to have been made public. Humphreys are in demand at 811 1/2. Shanghai Loans are quoted Tls. 110 or the interim dividend of Tls. 3 per share paid on 20th inst.

## SHARE REPORT.

Messrs. Erich Georg and Co., in their weekly share-list dated July 21st.—With the exception of large sales of Shanghai Stocks from Slang-lin at rapidly falling rates our market has remained rather quiet, and only a moderate investment business has been transacted. A few stocks have depreciated slightly but rates of interest have advanced.

in most cases are steady, in a few instances showing some slight advance. The following are the ruling market rates of exchange on London closes at 1s. 17/16, while rates on Shanghai are 11s. 72/ for Bank T.T. and 11s. 72/ for 3 days sight private credit, the rate on Shanghai on T.T. being 11s. 73/ for 3 days sight private Bill. BarSilver in London is quoted 39/16, and Consols 87-1/16.

**BANK SHARES.**—Nothing has transpired in the London market, which are in demand Hongkong and Shanghai, which are in demand at 100, the London quotation is 492. Nationals 494 1/8 &c.

**TEA.**—The market is quiet, but the prices of tea are steady and are wanted at 89. Hongkong 89 1/2, and 89 1/2 for the 100 lb. chests. 89 1/2; Lungchate have gone back slightly in the quotation, there being sellers in the north at 11s. 21/7, and no buyers over 11s. 21s. Watsons sold at 81/3. Other stocks under this heading are unchanged.

**LATEST STEAMER MOVEMENTS.**

The P. & O. S. N. Co.'s ss. *Maldavia* left Singapore for this port on the 29th inst., at 5 1/2.

MAKING INSURANCE SHARES.—Unions are wanted at \$810, and China Traders at \$100. Union-Traders Certificates fetched \$190 to \$191 and are wanted. North Chinas are quoted Ts. 85. Yangtze sold at \$172, and cantons at \$340. Other stocks are on offer.

**FIRE INSURANCE SHARES.**—Hongkong's fetched \$315 and more shares rose in demand. Chinese can be placed to moderate extent at \$80. The market for the shares of the Shanghai and Mercantile Steamboat Co. changed hands at \$27, at which rate a further demand exists. Indochina sold at \$7½ closing up. London, Yokohama, Kobe, Osaka, and Manilla have all closed at \$2½ while Dougloughs sold at \$44. Other stocks under this heading

REFINERIES.—China Sugars, after a small sale at \$150, are offering at \$145. Luzons can be placed at \$20

morning, and some time.



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and sent to the Press, 5th Floor, 10th Street, Hongkong, 21st July, 1906.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: Press, Code: A.B.C., 5th Floor, 10th Street, Hongkong, 21st July, 1906.

## NEW ADVERTISEMENTS

MITSUBISHI GOSHI-KWAISHA.

## NOTICE

DURING My Temporary Absence from this Port Mr. Y. SHIBUYA will take CHARGE of the Office of the above named Company.

T. MATSUOKI, Manager.

## WANTED.

EUROPEANS with a knowledge of Cantonese and English. Applications to be made in Writing, stating previous occupation and terms, to—

"R. D. H."

Care of "Daily Press" Office, Hongkong, 23rd July, 1906.

## OLD HARBOUR OFFICE, DES VOUX ROAD CENTRAL.

SEALED TENDERS will be received at the Colonial Secretary's Office until NOON of THURSDAY, the 26th instant, for the LETTING of the OLD HARBOUR OFFICE, from the 1st August, 1906, and to 31st December, 1907, subject to the conditions published in the Government Gazette (Notification No. 115, 1906).

Each Tender should bear on the cover the words "TENDER FOR LEASE OF OLD HARBOUR OFFICE."

The Government does not bind itself to accept the highest or any tender.

Forms of Tender and further Particulars can be obtained from the PUBLIC WORKS DEPARTMENT.

W. CHATHAM, Director of Public Works.

Hongkong, 21st July, 1906.

## PUBLIC AUCTION

PARTICULARS AND CONDITIONS of Sale of the right of erecting and maintaining a permanent FIBER over Crown Foreshore opposite Queen Victoria Street, (Plot Site No. 1), to be held at the Office of the PUBLIC WORKS DEPARTMENT by order of His Excellency the GOVERNOR, THIS DAY (MONDAY), the 23rd of July, 1906, at 3 p.m., for a term of 5 years commencing from 1st January, 1907.

## PARTICULARS OF THE PIER.

No. of Sale	Position	Length	Width	Up to
1	Opposite Queen Victoria Street	200 ft. x 20 ft.	12 ft.	10 ft.

## FOUND.

AN IRISH TERRIER BUTCH, License No. 10, on collar 45. Owner can have same on application to the undersigned and on paying the cost of advertising.

H. W. LOOKER, [144]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## CONSIGNEES WANTED.

EX SS. "PRINCESS ALICE" From KOBE.

Arrived 7th November, 1905.

EX SS. "ZIEFEN" From COLOMBO. Arrived 1st January, 1906.

EX SS. "ZIEFEN" From ADEN. Arrived 1st June, 1906.

Through Cargo ex ss. "KONIG" from Bombay.

H. C. 100 Bags CHILLIES. For delivery apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 20th July, 1906. [144]

SS. "LATSANG" GENERAL AVERAGE.

ARRIVED HONGKONG from CALCUTTA, PENANG and SINGAPORE, 9th December, 1905, ON FIRE 29th November, 1905, between Singapore and Hongkong.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S.N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.

Hongkong, 16th July, 1906. [142]

## NOTICE

WE have this Day Authorized Mr. LORENZO BORELLO to Sign our Form Per Procuration.

V. P. MUSSO &amp; Co.

Hongkong, 24th July, 1906. [130]

## NOTICE

WE HEREBY beg to Notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of our accounts, AND OUR SHOPS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & Co., Ltd. Hongkong, 24th July, 1906. [136]

## PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1906, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 10th July, 1906. [139]

THE WEST POINT BUILDING AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six Months ending 30th June, 1906, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong Land Investment and Agency Co., Ltd.

West Point Building Agency Co., Ltd.

Hongkong, 13th July, 1906. [145]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock NOON, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for Confirmation as Special Resolutions.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1906, respectively together with all Amendments referred to therein and the Agreement entered into between the Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part be and the same are hereby resolved.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and the Liquidators of the one part and the "PEAK TRAMWAYS CO., LTD." of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 214 and 222 of the Companies Ordinance 1865 to enter into an Agreement with the said "PEAK TRAMWAYS CO., LTD." in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS &amp; SON, General Managers.

Hongkong, 10th July, 1906.

HONGKONG ICE COMPANY, LTD.

## NOTICE

IN Accordance with the Provisions of No. 10 of the Articles of Association of the GENERAL MANAGERS have this Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1906, of FOUR DOLLARS per Share.

Dividend Warrants may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st inst., both days inclusive.

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 20th July, 1906. [144]

THE HONGKONG, CANTON & MACAO STEAMSHIP COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 18th August, at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and voting a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, 1906, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Acting Secretary.

Hongkong, 19th July, 1906. [145]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who is the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN ROWLANDS, Secretary.

Hongkong, 7th July, 1906. [138]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, On TUESDAY, the 24th July, at 12 o'clock NOON, The Hulk "MERMAID," lat. "Screw," 3rd Rate, 384 tons.

(Late used by War Department as a Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following, which will not be sold, viz.:

CHAIN CABLES.

Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.

The vessel will be open to Inspection for Seven Days before date of Sale, between 10 A.M. and NOON, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).

Inspection Orders can be obtained from the Auctioneers.

The Hulk will take place on Board. A Steam Launch to convey intending purchasers will leave Blakes Pier at 11 A.M., 11.30 A.M., and 11.45 A.M. on Day of Sale.

Terms:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected with Seven Days after date of Sale.

HUGHES & TOUGH, Auctioneers to the Government.

Hongkong, 12th July, 1906. [133]

## TO LET.

IN HOTEL MANSIONS.

OFFICE, 1st Floor, suitable for a Broker, total \$35 a month.

SUITE of Three Rooms on 3rd Floor, with Bath Room, Pantry and Private Entrance, suitable for Offices or Chambers.

Apply to—HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 20th July, 1906. [143]

TO BE LET OR SOLD.

With Immediate Possession—in Wanohai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—Care of "Daily Press" Office, Hongkong, 30th May, 1906. [117]

## TO LET.

"BROCKHURST," Peak, Newly Painted and Colour-washed, with use of Tennis Court, contains 6 Rooms, Splendid site and well suited for a Bachelor's Home.

2nd FLOOR in Central position, containing Four Large Rooms, ante-room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 1st June, 1906. [1193]

## HONGKONG CLUB.

## TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date suitable for Office. Anyone disposed to offer for the same please apply to—

C. H. GRACE, Secretary.

Hongkong, 28th Mar., 1906. [1156]

## TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon, No. 5, GRANVILLE AVENUE, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Agents.

Hongkong, 4th April, 1906. [309]

## TO LET.

NO. 10, KENNEDY ROAD, a European Residential House, with Dining Room, Bedrooms, detached Servants' Quarters, Gas Light throughout. Situated in a lovely and shady locality. Terms moderate. Immediate possession.

Apply to—COMPRADORE, Tai Koo.

Hongkong, 16th July, 1906. [139]

## TO LET.

(Either in WHOLE or IN PART).

"THE ACACIAS" and "THE GROVE," having 25 Rooms, with detached Out-Houses and Kitchens, situated in a beautiful Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—E. M. HAZELAND, No. 31, Queen's Road Central, or to WING-ON, Contractor, No. 34, D'Agular Street.

Hongkong, 19th July, 1906. [1236]

## TO LET.

(Possession from 1st July, 1906).

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—F. A. & C. DE CARVALHO, 11, Arbutnot Road.

Hongkong, 18th June, 1906. [1270]

## TO LET.

NO. 3, "FAIRVIEW," ROBINSON ROAD, Kowloon.

"ROSENEATH" and "WOODBURY" GARDEN ROAD, Kowloon, from 31st July. 2nd FLOOR, No. 12, Queen's Road Central.

Apply to—LEIGH & ORANGE, 1, Des Voeux Road.

Hongkong, 1st June, 1906. 501

## TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1906. [80]

## TO LET.

SEYMOUR ROAD LOWER, No. 31.

Apply to—SAM WANG CO., LD., 81, Queen's Road Central, Hongkong, 6th February, 1906. [306]

## TO LET.

NO. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

Apply to—H. M. H. NEMAZEE, Hongkong, 9th June, 1906. [1232]

## TO LET.

SHANKEN—CANTON.

## TO LET.

NO. 2, WEST END TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 6th July, 1906. [1377]

## TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road, with all modern conveniences. Telephone and Electric Light fittings installed. Apply—REUTER, BROCKELMANN & Co., Prince's Buildings, Hongkong, 20th March, 1906. [1678]

## TO LET.

"IRANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.

Apply to—ARRATTON V. APCAR & Co., 45, Wyndham Street, Hongkong, 14th July, 1906. [1414]

## TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—H. N. MODY, Victoria Buildings, Hongkong, 10th May, 1906. [1051]

## TO LET.

NO. 15, KNUTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 2nd December, 1905. [77]

## TO LET.

A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—No. 9, Bellvue Terrace, Hongkong, 17th May, 1906. [1081]

## TO LET.

"NEW KINGSCLORE" with Stable. Entrances in both Kennedy and Macdonnell Roads.

Owners will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room Accommodation and 37 Bedrooms. CHEAP RENTALS.

For full particulars, apply to—LINSTEAD & DAVIS, Hongkong, 28th June, 1906. [1324]

## TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, GODOWNS in PRAYA EAST.

A HOUSE in CLINTON GARDENS, Conduit Road.

A HOUSE in RIVON TERRACE, FLATS in MORTON TERRACE.

"MAYOR"—The PEAK. Immediate possession.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st March, 1906. [524]

## TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family; suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.

Apply by letter to—"H. H. H." Care of "Daily Press" Office, Hongkong, 17th July, 1906. [1298]

## TO LET.

NO. 16, HOLLYWOOD ROAD, and NO. 2, OLD BAILEY.

Apply to—ARRATTON V. APCAR & Co., 45, Wyndham Street, Hongkong, 27th April, 1906. [971]

## TO LET.

FURNISHED or UNFURNISHED ROOM, with Bathroom and Verandah attached. For further Particulars, apply to—"M. X. Y." Care of "Daily Press" Office, Hongkong, 11th July, 1906. [1397]

## TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to—JARDINE, MATHESON & Co., Hongkong, 20th January, 1906. [255]

## OFFICE TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 23rd April, 1906. [946]

## BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, H. E. R. HUNTER, Acting Chief Manager.

Hongkong, 30th May, 1906. [24]

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000

CAPITAL PAID-UP ..... " 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Kobe, Nagasaki, Osaka, Shanghai, Tientsin, Yokohama.

HONGKONG OFFICE: 3, Des Voeux Road.

Interest allowed on Current Account Deposits received on terms which may be learned on application.

D. TOHDOU, Manager, Hongkong, 1st July, 1906. [999]



## INTIMATION.

S. MOUTRIE  
& CO. LTD.

HONGKONG

SHANGHAI

TIENTSIN

HAVE JUST RECEIVED SHIPMENT

OF THE

ORCHESTRELLE Co's.

MERIOLA PIANO  
PLAYER.ESPECIALLY CONSTRUCTED & GUARANTEED  
FOR THIS CLIMATE.The most perfect Piano Player as yet  
invented.It has a delicacy of touch only equalled by  
the World's most famous Pianists and its  
expression leaves nothing to be desired.

PRICE \$125.

SOLE AGENTS:

S. MOUTRIE &amp; CO. LTD.

York Building, Chater Road.

Hongkong, 17th May, 1906. 1527

## NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROT-  
TERDAM, ANTWERP, PENANG  
AND SINGAPORE.

THE H.A.L. Steamship

"SAMBA,"  
Captain O. Muller, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their Goods from  
Wharves.Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 a.m.  
Any Cargo impeding the discharge will be  
landed into the Godowns and/or extra haz-  
ardous Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, and  
stored at Consignees' risk and expense.All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognized.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 23rd July will be subject  
to sale.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 23rd July, at 3 p.m.No Fire Insurance has been effected.  
HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 16th July, 1906. 1127

BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"

FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOI AND MANILA.  
The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-signa-  
ture and to take immediate delivery of their  
Goods from Wharves.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
No Fire Insurance will be effected by us in  
any case whatever.DODWELL & Co. Ltd.,  
Agents.

Hongkong, 17th July, 1906. 71

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"  
having arrived, Consignees of Cargo are  
hereby informed that their Goods, with the  
exception of Opium, Treasure and Valuables,  
are being landed at their risk, into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., Kowloon, where delivery  
may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 3 p.m.  
Today.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 24th July will be subject  
to sale.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on Tuesday, the 24th July, at  
3.30 a.m.All Claims must reach us before the 30th  
July, or they will not be recognized.  
No Fire Insurance will be effected.Bills of Lading will be counter-signed by the  
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 17th July, 1906. 15

## VISITORS TO CANTON.

Should purchase

"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD (S.S. "HANKOW")  
With Illustrations, Maps and Plans.

Price ..... \$1.00

On Sale at—

Hongkong: "DAILY PRESS" Office,  
Messrs. KELLY & WALSH.

Messrs. W. BREWER &amp; CO.

Messrs. A. S. WATSON &amp; CO.

Hongkong, 4th October, 1903.

Abbey's  
Effervescent SaltIf your Head aches, if your  
tongue is coated and your  
mouth tastes bad, if you feel  
nauseated on rising, if you  
are constipated, it means  
that your stomach is wrong  
and you need Abbey's Salt,  
and need it badly.Nothing so bad for your  
health as a disordered stomach,  
nothing so good for a dis-  
ordered stomach as Abbey's  
Salt.Sold in two sizes by all Chemists and Stores,  
and by Watkins, Ltd., and A. S. Watson,  
Ltd., Hong Kong.  
The Abbey Fruit-Salt Co., Ltd.,  
141, Queen Victoria Street, London, E.C.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.

This Steamer departs from Hongkong

daily (Sundays included), at 7.30 a.m.,

and from Macao at 2.30 p.m.

Fares: Weekdays 1st Class (including cabin

and servant, Single \$3, Return Ticket \$5;  
2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION

(the time of departure being in future the

same as on other days) at the following rates:

SUNDAYS ONLY:

1st Class Single ..... \$1.00

With Cabin ..... \$2.00

1st Class, Return ..... \$2.00

With Cabin ..... \$4.00

3rd Class, Single ..... 40 Cts.

Return ..... 60 "

Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per

week.

First Class Passengers who do not care to

return on the Excursion Sunday will be allowed

to return on the following day (Monday) on pro-  
duction of the Return Half Ticket. Should the

Steamer not run on the Monday, owing to the

bad weather, due notice will be given by the

Captain, and the Half-Ticket will be available

for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the

Western end of Wing Lok Street.

MING ON &amp; CO.,

2nd Floor, 16, Victoria Street,  
Hongkong, 22nd June 1906. 121MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK"

A.I., A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length..... 722 feet.

Length on Blocks..... 714 "

Width of Entrance on Top..... 96 "

Width of Entrance on Bottom..... 88 "

Water on Blocks at Spring Tide..... 344 "

DOCK No. 1.

Extreme Length..... 523 feet.

Length on Blocks..... 513 "

Width of Entrance on Top..... 88 "

Width of Entrance on Bottom..... 77 "

Water on Blocks at Spring Tide..... 264 "

DOCK No. 2.

Extreme Length..... 371 feet.

Length on Blocks..... 361 "

Width of Entrance on Top..... 66 "

Width of Entrance on Bottom..... 53 "

Water on Blocks at Spring Tide..... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

tons.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
MACHINERY, and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OCHA-MARU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
equipped with necessary gear always ready  
for service.

Short Notice. 1175

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS IN 2 SECONDS.

SIMPSON &amp; CO.,

Hongkong, 3rd October, 1905. 45

## A. LING &amp; CO.,

FURNITURE STORE.

PLATE GLASS and CROCKERY

WARE, and CHINA-POUCHOW

LAQUEED WARE.

65, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. 1902

## HONGKONG GYMKHANA CLUB.

## FOURTH GYMKHANA.

The fourth meeting of the Gymkhana Club  
was held at Happy Valley on Saturday after-  
noon, when the officials of the Club discharged  
their duties with the same zeal as heretofore  
and the racing was as good as usual. There  
was a decrease, however, in the attendance,  
probably due to the heat of the day and other  
attractions.Judging by Pari-Mutuel payments, which  
were larger than usual, the results of a few  
of the races came as a surprise to even those who  
make it their business to attend training. In  
the welter race, which by the way was  
not a good one, Mr. Moxon's J. J. paid  
a dividend of \$41.80; Preston in the hurdle  
race paid \$31, while \$22.50 was paid on  
Highland Gillie in the mile and a quarter.  
The Challenge Cup was a disappoint-  
ing race, as only two ponies faced the starter.  
Blue Nile securing an easy win. Mr. Hughes  
had a fall in the welter race, but fortunately  
was not seriously injured.H. E. the Governor was present, and in his  
party were Sir Francis Pigott, Colonel Darling  
and a number of ladies. The sitting accom-  
modation on the flat was well filled, and the  
Gymkhana committee had thoughtfully pro-  
vided a bamboo covering over it which protected the  
occupants from the sun. The land of the West  
Kents, under Bandmaster McKelvie, played  
during the afternoon.Results were:  
One Mile and a Quarter Flat Race. Handicap.  
Mr. D. Macdonald's Highland Gillie, 1st 11lb. (Mr. Gegg) 1  
Mr. W. G. Clarke's Pathan, 1st 11lb. 50s. (Mr. Gegg) 2  
Mr. H. E. Hickman's Roscommon, 1st 11lb. (Mr. Gegg) 3  
Father O'Flynn's Merryman, 9.4. 10lb. (Mr. Gegg) 4  
Mr. G. K. Hall-Brutton's Preston, 1st 11lb. (Mr. Gegg) 5  
Hon. Mr. W. J. Gresson's Glenburn, 1st 11lb. (Mr. Gegg) 6As the starter's flag dropped the ponies took  
off and passed the judge's box for the first  
time. Pathan led, Preston and Roscommon  
following hard behind, while Highland Gillie  
headed the rest of the field. Passing the foot-  
ball stand Highland Gillie drew into third place.  
Preston falling behind. Up the incline Pathan  
led, followed by Roscommon and Highland  
Gillie drew level with him passing the village.  
The race home along the straight was an  
exciting one, Highland Gillie managing to win  
by a nose from Pathan. Roscommon ran a good  
third. Time 2.45.2.5. The Pari-Mutuel paid  
\$22.50 on the winner.Welter Race, 3 Furlongs.  
Mr. Moxon's J. J. (Owner) 1  
Mr. Hughes' Roscommon (Mr. Gegg) 2  
Mr. H. E. Hickman's Roscommon (Mr. Gegg) 3  
Hon. Mr. W. J. Gresson's K.O.S. (Mr. Gegg) 4  
Mr. Logan's Paisley's Pride (Owner) 5  
Mr. Hughes' Roscommon (Owner) 6  
H. E. the Governor's Shimmers (Capt. Smith) 7  
Mr. Hughes' Roscommon (Owner) 8  
Mr. Macdonald's Highland Whisky (Mr. Gegg) 9Nine ponies started in this race, which was  
spelled through some misunderstanding about  
the start. The ponies straggled off as the flag  
fell and the majority of the spectators were  
doubtful as to whether it was a race, likewise  
the officials, who did not instantly proclaim the  
winner. The starter, however, said it was and  
the order past the winning post was: J. J.,  
Roscommon, 2, Saxonia, 3. The fortunate number  
of backers on the winner received a dividend  
of \$44.80.Gymkhana Club Challenge Cup—Distance  
One Mile.  
Mr. Godfrey Master's Blue Nile, 1st 11lb. (Mr. Master) 1  
Mr. G. K. Hall-Brutton's Kingston, 1st 11lb. (Mr. Gegg) 2The Challenge Cup race was a disappoint-  
ment. Usually this is considered the event of  
a gymkhana, but on Saturday there were only  
two starters, Kingston with Mr. Brutton up and  
Blue Nile ridden by Mr. Master. The ponies  
covered the length of the course running side  
by side until the straight was entered. Then  
Blue Nile took and maintained the lead until  
the winning post was passed, beating Kingston  
by about three lengths. Time 2.18.2.5.  
Dividend, \$42.00.Ladies' Nomination. Afternoon Tea Stakes.—  
A number of small tea tables to be arranged  
on the course, and ladies to be seated at  
their tables. Gentlemen to be lined up  
some distance away dismounted. On the  
word "go" they are to gallop to their  
nomination who will give them tea. The  
gentlemen must drink a cup of tea and eat a  
small biscuit, then return to starting point.  
An umpire will be at each table to see that  
the conditions are carried out, and points willHow to be Beautiful. Keep your com-  
plexion, Mrs. Ellen's Cream, Charmant, Lait  
Charmant and Special Skin Tonic and Poudre  
Charmant will enable you to do it. Her  
Specialties for the Skin are the study of a  
lifetime. A. S. Watson & Co., Ltd. Sole Agents.  
731be declined for unsightly haste, etc. First at  
winning post with least number of points  
deducted to win. 1st and 2nd Prizes presented  
by the Club. Entrance fee \$3. Post Entries.

Mr. Dupree, nominated by Mrs. Brutton 1

Mr. H. W. Shale, nominated by Mrs. (Philip) 2

Captain Smith, nominated by Mrs. (Aitken) 3

Mr. M. W. Shale, nominated by Mrs. Ram 3

A glance at the course when this race was  
about to start gave one the impression that an  
afternoon tea party was in progress, and the  
ladies certainly looked to be more in their  
element sitting alongside tea tables than they  
were at previous gymkhana, where brain pins or  
horrid figures had to be wrestled with. As the  
flag fell the jockeys bore down on the tea tables  
where a cup of tea awaited them. This they  
swallowed, apparently with no unseemly haste  
(an onlooker was heard to say their speed might  
have been greater had the fluid been less  
unpalatable). Then they raced a distance down  
the course and back to the winning post.  
Three-quarters of a Mile Flat Race. Handicap.  
Mr. W. G. Clarke's Lashmore, 1st 12lb. (Mr. Dupree) 1  
Mr. O'Leary's Red Herring, 1st 7lb. (Mr. Master) 2  
Mr. W. G. Clarke's Pathan, 1st 11lb. (Owner) 3

Father O'Flynn's Merryman, 1st 10lb. (Mr. Gresson) 4

Mr. F. H. Hickman's Roscommon, 1st 11lb. (Mr. Gegg) 5

Mr. A. C. Hyndes' Ingot, 1st 10lb. (Mr. Brutton) 6

Mr. D. Macdonald's Highland Railor, 1st 10lb. (Mr. Gegg) 7

After several false starts the field of seven  
got away in a bunch, Highland Railor taking  
the lead as the football stand was passed. He  
was supplanted by Pathan, who made the  
village Ingot lead the field but fell out  
in the home run. Dupree kept Lashmore  
well in hand until the straight was entered.  
Then he gave the pony its head and it rapidly  
drew on the leaders, racing past the winning  
post a length in the van. Red Herring just  
managed to beat Pathan for second place.  
Time 1 min. 35.2.5. Lashmore paid a  
dividend of \$17.50.Hurdle Race. For China Ponies. Distance  
about One Mile and a Quarter.

Mr. G. K. Hall-Brutton's Preston, 1st 13lb. (Mr. Brutton) 1

Hon. Mr. W. J. Gresson's Glenburn, 1st 11lb. (Mr. Dupree) 2

Hon. Mr. W. J. Gresson's Eager, 1st 8lb. (Mr. Jostling) 3

Commander H. D. Wilkin's Linkman, 1st 10lb. (Mr. Gegg) 4

Glenburn led at the start and took the first  
hurdle, being followed in his wake, while  
Preston and Linkman ran neck and neck some  
distance behind. Eager drew level with Glen-  
burn and the field ran in pairs until the straight  
was entered. Then Preston's rider showed what  
that pony could do. Although some distance  
behind Preston was allowed a free rein and  
urged on with the whip. He responded gallantly,  
overtook the leaders, and raced home with a  
length to spare. Glenburn was second and  
Eager third. The Pari paid a dividend of \$31.

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hurdle, being followed in his wake, while

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The Pari paid a dividend of \$31.

The Pari paid a dividend of \$







# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FOUR-NIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE. OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ALCIBIOS"	On 26th July.	NEW
GLASGOW and LIVERPOOL	"DIOMEDES"	On 2nd August.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.	
GLASGOW and LIVERPOOL	"PELEUS"	On 9th August.	
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.	
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.	
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.	
GLASGOW and LIVERPOOL	"KENTUCK"	On 30th August.	

## HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PINGSBY"	On 31st July.	
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.	
GENOA, MARSEILLES and LIVERPOOL	"TYDEUS"	On 20th August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.	
HAVRE, ROTTERDAM and LIVERPOOL	"ALCIBIOS"	On 30th August.	

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA	"TELEMACHUS"	On 4th August.	
NAGASAKI, KOBE and YOKO.	"BELLEROPHON"	On 1st September.	
HAMA			

## WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"TYDEUS"	On 15th August.	

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"KUNGIANG"	On 23rd July.	
MANILA	"TAIYUAN"	On 24th July.	
KOBE	"TAIYUAN"	On 25th July.	
SHANGHAI	"KUNGIANG"	On 25th July.	
CEBU and HOLLAND	"KUNGIANG"	On 25th July.	
SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN	"KUNGIANG"	On 27th July.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COKE TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 11th August.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight on Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]



## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI via SWATOW AMOY and FOOCHOW	"SOSHU MARU"	TUESDAY, 24th July, at Noon.	
KOBE (DIRECT)	"MAIZURU MARU"	TUESDAY, 24th July, at Noon.	
ANPING via SWATOW AMOY	"AKASHI MARU"	WEDNESDAY, 25th July, at 10 A.M.	

\* These Steamers have excellent accommodation for First and Second Class Passengers, and  
are fitted throughout with electric light. First-class Saloon Amidship. Unrivalled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* For Freight, Passage, and further information, apply at the Company's local Branch Office,  
Second Floor, No. 1, Queen's Building.  
Hongkong, 19th July, 1906. T. ARIMA, Manager. [14]

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
12 days Across the Pacific; the "EMPERESS LINE," Sailing 3 to 7 days Ocean Travel  
12 DAYS YOKOHAMA to VANCOUVER.  
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	TEAMS	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 1st Aug.	22nd Aug.	
"TARTAR"	4,425	WEDNESDAY, 8th Aug.	1st Sept.	
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd Aug.	12th Sept.	
"ATHENIAN"	3,882	WEDNESDAY, 15th Sept.	29th Sept.	
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 29th Sept.	10th Oct.	
"MONTEAGUE"	6,183	WEDNESDAY, 12th Oct.	27th Oct.	

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE,  
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL  
OVERLAND TRAINS, RAILLY from the PACIFIC to the ATLANTIC WITHOUT  
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £50; via New York £62.  
Intermediate on Steamers £40; on Rail £42.

R.M.S. "MONTEAGUE" "TARTAR" and "ATHENIAN" carry "Intermediate"  
passengers only to Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya, opposite Hako Pier.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO	DATE
SINGAPORE, PENANG & CALCUTTA	"KUNSIANG"	Tuesday, 24th July, 3 P.M.	
SHANGHAI	"KWONGSANG"	Wednesday, 25th July, 4 P.M.	
MANILA	"LOONGSANG"	Friday, 27th July, 4 P.M.	

\* These Steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze  
Ports.  
For Freight or Passage, apply to  
HONGKONG, 20th July, 1906.

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS. [18]

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. SAILING DATES.

STEAMERS	TO	DATE
BAYERN	WEDNESDAY	1st August
PRINZ REGENT LUITPOLD	WEDNESDAY	15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	29th August
SACHSEN	WEDNESDAY	12th September
PRINZ HEINRICH	WEDNESDAY	26th September
GNESAU	WEDNESDAY	10th October
PRINZ LUDWIG	WEDNESDAY	24th October
PRINZESS ALICE	WEDNESDAY	7th November
PREUSSEN	WEDNESDAY	21st November

ON WEDNESDAY, the 1st day of AUGUST, 1906, at Noon, the Steamship "BAYERN"  
Captain H. Forster, with MAILES, PASSENGERS, SPECIAL MAIL, CARGO, will  
leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 30th July. Cargo and  
Special will be received on Board until 5 P.M. on TUESDAY, the 31st July, and Parcel  
can be received at the Agency's Office until Noon, on TUESDAY, the 31st July.  
Contents of Packages are required. No Parcel Receipt will be signed for less than 25 lb.  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewards.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	251 0 0	142 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	1st Class	2nd Class	3rd Class
return	85 0 0	44 0 0	24 0 0
TO NEW YORK VIA SUEZ	64 0 0	44 0 0	26 0 0

VIA NAPLES, GENOA or GIBRALTAR	1st Class	2nd Class	3rd Class
return	115 0 0	70 0 0	47 0 0
VIA BREMEN or SOUTHAMPTON	1st Class	2nd Class	3rd Class
return	68 0 0	40 0 0	27 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar  
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCOURSE OF THE VOYAGE IN EGYPT:  
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

### VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HEIDERHOFHE, MATUPL, BRISBANE, SYDNEY  
AND MELBOURNE.

STEAMERS	TO	DATE
PRINZ SIGISMUND	33-2 tons	TUESDAY, 24th July.
WILHELM	1783 tons	TUESDAY, 24th Aug.
PRINZ WALDEMAR	3227 tons	TUESDAY, 15th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND,"  
Captain Lenz, with Mailes, Passengers and Cargo, will leave this Port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
TO NEW GUINEA	\$28—	\$18.10	\$14.00
TO BRISBANE	\$30—	\$20—	\$14—
TO SYDNEY	\$33—	\$23—	\$15—
TO MELBOURNE	\$34—	\$24.10	\$16—
TO YOKOHAMA	\$50.00	\$30.00	\$20.00
TO KOBE	\$50.00	\$30.00	\$20.00
TO YOKOHAMA and back from KOBE	\$100.00	\$60.00	\$40.00

THE HIGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer £97. 0. 0.  
TO EUROPE via AUSTRALIA and AMERICA " " " 96. 0. 0.  
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

### SAILINGS OUTWARDS.

STEAMERS	TO	DATE
* YOKOHAMA and KOBE	"WILHELM"	Wednesday, 1st Aug.
SHANGHAI, NAGASAKI, & PRINZ EITEL FRIEDRICH	" " "	Wednesday, 1st Aug.
KOBE & YOKOHAMA	" " "	Wednesday, 1st Aug.
SHANGHAI, NAGASAKI, & SACHSEN	" " "	Wednesday, 15th Aug.
KOBE & YOKOHAMA	" " "	Wednesday, 15th Aug.

\* Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co. O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class
To London via Plymouth or Southampton	£92 0 0
To Bremen	£83 10 0
To Paris via Cherbourg	£63 0 0
To Naples, Genoa via Gibraltar	£65 0 0

### EUROPEAN & AUSTRALIAN SERVICE

STEAMERS	TO	DATE
* YOKOHAMA and KOBE	"WILHELM"	Wednesday, 1st Aug.
SHANGHAI, NAGASAKI, & PRINZ EITEL FRIEDRICH	" " "	Wednesday, 1st Aug.
KOBE & YOKOHAMA	" " "	Wednesday, 1st Aug.
SHANGHAI, NAGASAKI, & SACHSEN	" " "	Wednesday, 15th Aug.
KOBE & YOKOHAMA	" " "	Wednesday, 15th Aug.

\* Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co. O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class
To London via Plymouth or Southampton	£92 0 0
To Bremen	£83 10 0
To Paris via Cherbourg	£63 0 0
To Naples, Genoa via Gibraltar	£65 0 0

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 9th June, 1906.

# EAST ASIATIC CO., LTD., COPENHAGEN

# RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

### FOR COPENHAGEN AND BALTIC PORTS.

STEAMERS	TO	DATE
S.S. "KINA"	on or about the 15th Aug.	from Hongkong.
S.S. "SEBRIEN"	on or about the 1st Sept.	from Hongkong.

### FOR SHANGHAI, YOKOHAMA, KOBE AND TONGKU.

STEAMERS	TO	DATE
S.S. "SEBRIEN"	on or about the 1st Aug.	from Hongkong.

For Further Particulars, apply to  
**MELCHERS & CO.,**  
AGENTS. [1357]

Hongkong, 23rd July, 1906.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN:

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of July	JAVA PORTS	First half of August
TJILATJAP	JAVA	Second half of July	JAPAN PORTS	First half of August
TJIMAHY	JAVA	Second half of August	JAPAN PORTS	Second half of August
TJILIWONG	JAPAN	Second half of August	JAVA PORTS	Second half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands Indian ports or  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 9th July, 1906.

## VESSELS ON THE BEACH

### ORIENTAL PACIFIC LINE.

FOR YOKOHAMA & SAN FRANCISCO.

### THE Steamship

#### "DAKOTAH"

will be despatched for the above Ports on  
SATURDAY, the 4th August.

For Freight and further particulars apply to  
SHEWAN TOMES & CO.,  
Agents. [1328]

Hongkong, 20th June, 1906.

### TOYO KISEN KAISHA.

### SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong  
and South American Ports.

Proposed Sailings from Hongkong to  
CALLAO, IQUIQUE, VIA JAPAN  
PORTS.

Steamers Tons About

"KASADO MARU" 6,000 7th Aug. Noon.

"GLENFARIG" 1,000 25th Aug. Noon.

(Date of sailing subject to alteration.)

Taking freight also to other Western Coast  
Ports of South America, transhipping to the  
Connecting Line.

The above Steamers have splendid Accom-  
modation and are fitted throughout with  
Electric Light. A duly qualified Surgeon is  
carried on each boat.

For further information as to Freight and  
Passage, apply to

K. MATSUDA,

Manager.

Hongkong, 20th July, 1906. York Building. [1447]

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With LIBERTY to CALL at the MALABAR  
COAST.

### THE Steamship

#### "HUDSON."

Captain Fenton, will be despatched as above  
on or about the 12th August.

For Freight or other information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
Hotel Mansions.

Hongkong, 16th July, 1906. [1143]

## DAMPFSCHIFFS-REHDEREI "UNION" ACTIEN-GESELLSCHAFT.

### FOR NEW YORK

(With Liberty to Call at the Malabar Coast)

### THE Steamship

#### "ALBENGA."

Captain Peterson



